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REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The following information refers to chart 1 on page 6. Number and letter designations in parentheses correspond to those in the chart. 25X1

- a. Characteristics of the western coast of Novorossiysk Bay
in April 1954:

- (1) Steel trellis tower which appeared to be a beacon, not in use.
- (2) Long brick shed, before which was an embankment apparently thrown up from a trench dug between it and the shed.
- (3) Several one-story brick buildings with gable roofs, probably casernes or dormitories. Many soldiers were observed in the area.
- (4) Pasture in which many horses grazed. [redacted] this indicated the soldiers quartered nearby belonged to a cavalry or horsedrawn artillery division.
- (5) Large exercise field with obstacle course on which several platoons of soldiers were exercising.
- (5a) Old fortress.
- (5b) Salt lake.
- (6) and (7) Two towers about 60 meters high, possibly water tanks.
- (8) Target.

- (9) Two floating cranes. (Not indicated on chart 1. See sketch 1 on page 11.)
- (10) Naval shipyard with five hauling-up slips (10a), upon which were two motor fishing vessels with wooden hulls and a small steel tug, all under construction.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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25X1

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(10b) Two or three sheds covered with corrugated iron, probably work-shops.

(11) Road connecting the western coast of the bay with the town of Novorossiysk.

(12) Area in which salvage operations were in progress. A floating crane and three motor boats with divers were observed.

b. Characteristics of the area north of the port of Novorossiysk [redacted] in April 1954:

25X1

25X1

(13) Large self-propelled crane, apparently used in excavations which extended from the slope to the crest of the hills above the city.

c. Characteristics of the eastern coast of the Bay of Novorossiysk [redacted] in April 1954:

25X1

25X1

(14) Cement factory.

(15) Ditch in which a cable was being laid in the direction of Point Penay (18). Three or four large drums on which cable was rolled lay along the road.

(16) Fence enclosing a complex of low buildings.

(17) Recently stockaded sections of the enclosing fence (16).

(18) Point Penay.

d. On the morning of 20 April, an escort ship was seen navigating in a south-easterly direction along the coast of Novorossiysk Bay.

2. The following information refers to chart 2 on page 7. Number and letter designations in parentheses correspond to those on the chart.

a. Characteristics of the port of Novorossiysk [redacted] in April 1954:

25X1

25X1

(A) Breakwater, inside which was berthed a submarine (1) with the following characteristics. (See sketch 2 on page 11):

1) Length about 35 meters.

2) Low conning tower.

3) 75 mm. gun forward (without shield).

4) Two machine guns abaft the turret (possibly 12 mm. caliber).

(B) Mooring for several motor boats and small wooden harbor craft (2). There was no quay.

(3) Possibly a small refitting shipyard. Several small wooden boats were on shore.

(4) Fish cannery.

(C) Brick pier with repairs in progress at the pier head.

(D) Mooring place for numerous motor fishing boats which unloaded fish on the small wooden pier (E). There was no quay.

(F) Quay at the beginning of a military zone.

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25X1

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- (G) Small basin within the military zone used as a berth for naval vessels. Three steel motor coastal defence ships about 15 meters long and three meters broad were berthed in the basin. [redacted] armed with one gun at the bow and two machine guns on the forecastle. An escort ship, about 30 meters long and five meters broad, was also in the basin. It had a low forecastle and one mast with crosstree and was heavily armed. On 23 April, a naval tug of the Italian NEREO type entered port with two 300-ton capacity barges in tow and berthed in the naval basin.
- (5) Berth of four motor patrol boats.
- (H) Berth for naval vessels. The bank was partly quayed, partly sloped gently, and in part ruined and neglected.
- (6) Possibly a mine depot.
- (J) Two pier heads. Between the fueling pier (I) and the grain pier (K), construction work was in progress, probably on a new cement pier. Two or three diver's boats and a motor boat were in the area, and a compressor (7) was set up on shore near the two pier heads.
- (8) Several cylinders (10 m x 3 m) used in salvage operations.
- (K) Grain pier. Improvement, restoration, and repaving work was in progress in the area indicated by dashes on chart 2. On the southwest side there were three hoppers for loading grain. On the opposite side, steamers of a local line were berthed.
- (9) Large three-story building with tile roof, situated about 90 meters from the shore. In this building were located Party offices and a radio-telephone station. Two radiotelephone aerials on steel trellises were attached to a steel frame mounted on the roof of the northeast wing. (See sketch 3 on page 12).
- (10) Small wooden barracks with gable roof covered with corrugated iron.
- (11) Low one-story brick building with a hipped tile roof.
- (12) Isolated building housing the headquarters of Inflot.
- (13) Deposits of fuel, apparently not in use.
- (14) Large railyard extending from the area of the fuel dumps (13) east to the railway bridge (15). Many tank cars of about 35-ton capacity were observed in the yards.
- (15) Railway bridge with two spans (4 m x 3.5 m) (sic).
- (16) Road following the shoreline through the port area. The road forked somewhat east of Inflot headquarters (12), one branch (16) continuing along the shore and the other branch (39) running east to the large industrial zone of Novorossiysk.
- (17) Double-track railroad.
- (18) Arsenopyrite ash dump between the railroad (17) and the road (39).
- (19) Sunken ships. Operations of salvage or demolition, involving a floating shear crane, a barge, two or three diver's boats, and a small tug, were in progress.

25X1

25X1

25X1

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- (L) Coal and mineral pier, a large and well-equipped brick construction. On the northwest side were five cranes: an electric crane (20) with 15 ton capacity, installed in 1952 and 1953, and four cranes (21) of three to six ton capacity (with or without automatic grab) mounted on tracks. On the southeast side of the coal pier were five electric cranes (22) of the same type as the four on the northwest. On both sides of the pier were double railspurs, one of which ran under the cranes and the sidewalk.
- (23) Large two-story brick warehouse about 100 meters long, 12 meters wide, and eight meters high (excluding the roof). Miscellaneous stores were on the first floor and the upper floor was used for deposits of paraffin and sugar. There were two elevators for use between floors, and quays on either side of the warehouse.
- (M) Small pier now incorporated into the large coal pier (L).
- (24) Area connecting the small pier (M) with the coal pier (L).
- (N) Cement pier, not provided with cranes or railspur.
- (25) One-story brick building with vault roof, a storehouse for cement.
- (26) Conveyor track, with trolleys, running along the northwest side of the pier (N).
- (27) Small wooden pier (15 m x 1.5 m) between the coal pier (L) and the cement pier (N). The bank between the latter two piers was quayed.
- (P) "Eastern Quay" between the cement pier (N) and the outer mole (Q).
- (28) Ore storehouse in two detached sections.
- (29) White three-story building, probably housing workshops connected with the shipyard (30). Along the quay in front of the building were two ships under repair. Two or three small cranes on trolleys, movable only along the rail track, were on the quay.
- (Q) Outer mole.
- (R) Small shipyard outside the mole, with two ways (31) adapted to the construction of wooden harbor craft of about 200 tons.
- (32) Two small one-story buildings, probably workshops, one with a hipped roof and the other with a shed roof.
- (33) Cement factory.
- (34) Central powerhouse from which issued high tension cables on poles (34a).
- (35) Cement factory, connected by conveyor with the cement pier.
- (36) Factory for chemical products (acids, fertilizers etc.) (The position of the factory on chart 2 is approximate).
- (37) High steel shed supported by steel bars.
- (38) Road along the shore.
- (39) Road parallel to other road (38), running through the industrial zone.
- (40) and (41) Civilian houses beyond the industrial zone.
- (Y) Bridge on the road (16) near the naval basin (G).

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25X1

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- b. Controls at Novorossiysk were normal for an "iron curtain" port. Besides the employees of Inflat, the police permitted one civilian, a woman selling postcards, to come aboard. In port were the following merchant ships:

- 1) [] ship, which loaded 4,000 tons of grain. 25X1
- 2) A Soviet collier loading 10,000 tons.
- 3) A Soviet steamer of 3,000 ton capacity with a miscellaneous cargo including many large casks destined for Anapa, a small port northwest of Novorossiysk.
- 4) [] steamer. 25X1
- 5) Many motor fishing boats.

- c. On the morning of 22 or 23 April, a mountain artillery company was observed in the port, with artillery pieces loaded on the backs of six or more mules and one howitzer with gunshield drawn by mules. All the pieces were covered.

3. The following observations on characteristics of the Soviet coast of the Black Sea were made [] during the autumn of 1953. Number and letter designations in parentheses correspond to those on chart 3 on page 8. 25X1

- a. Half way between Point Sarych (A) and Cape Aytodor (B), at a height of about 70 meters, there was a white construction (1), approximately 15 meters high, with a cupola roof which could be opened in sections. (See sketch 4 on page 12). Somewhat east of this construction were three sound locators [] 25X1
[] with receivers (padiglioni) four meters in diameter. 25X1

- b. Between Anapa and Cape Agriya, navigation was prohibited in the following zones: (See chart 4 on page 9.)

- 1) The area between Anapa and Point Utrish within the following points:

N 44-53 E 37-18

N 44-50 E 37-15

N 44-46 E 37-17

N 44-46 E 37-23

- 2) The area outside the Bay of Gelendzhik within the following points:

N 44-32 E 38-04

N 44-29 E 38-01

N 44-25 E 38-05

N 44-26 E 38-10

According to a pilot in the port of Novorossiysk, the Bay of Gelendzhik was a military zone prohibited to merchant ships even in case of bad weather or other danger. (See chart 5 on page 10.)

- 3) The area between the roads at Vulcan and Cape Guavga within these points:

N 44-20 E 38-32 and within the following points: N 44-17 E 38-42

N 44-17 E 38-30 N 44-17 E 38-40

N 44-15 E 38-36 N 44-12 E 38-46

N 44-18 E 38-38 N 44-15 E 38-42.

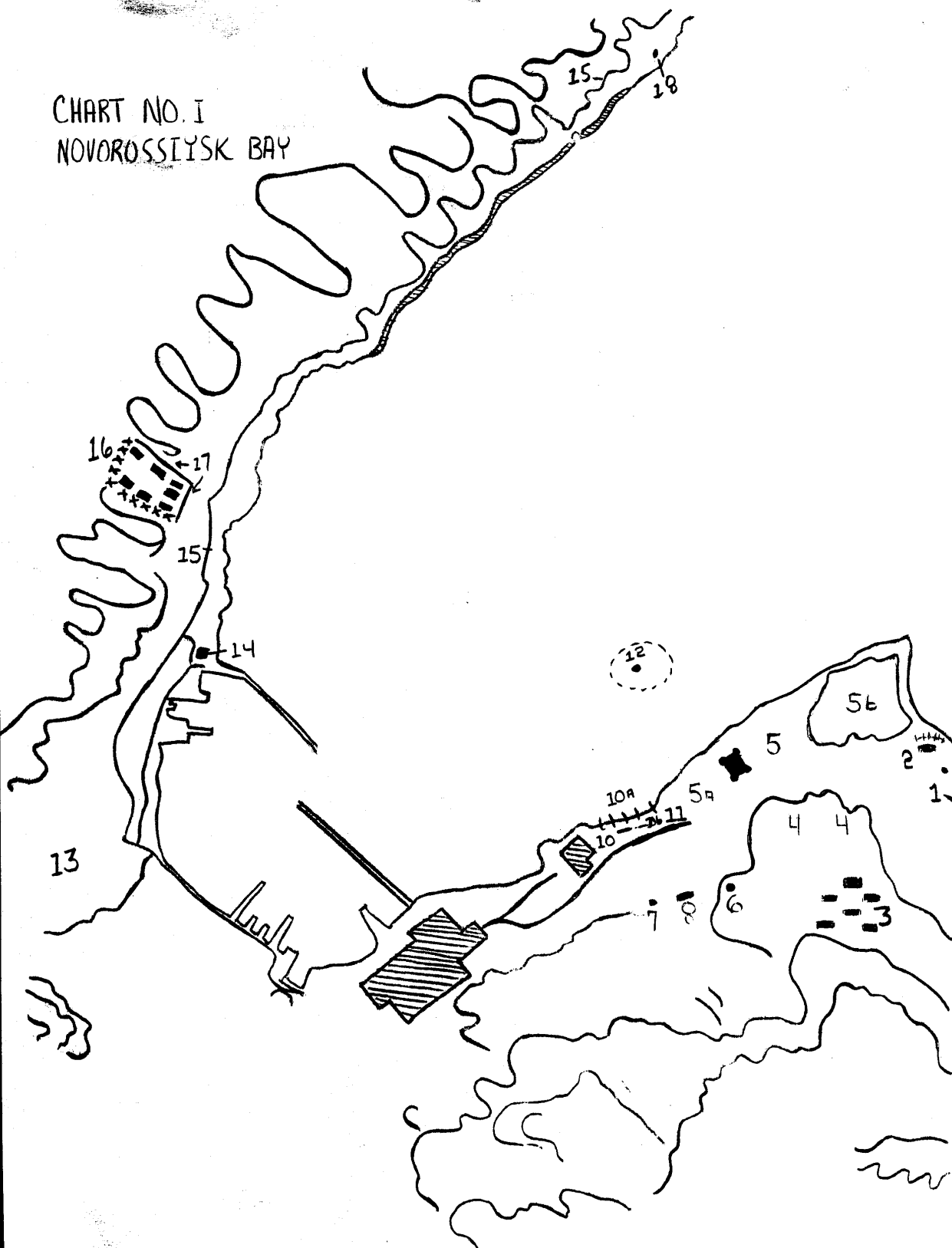
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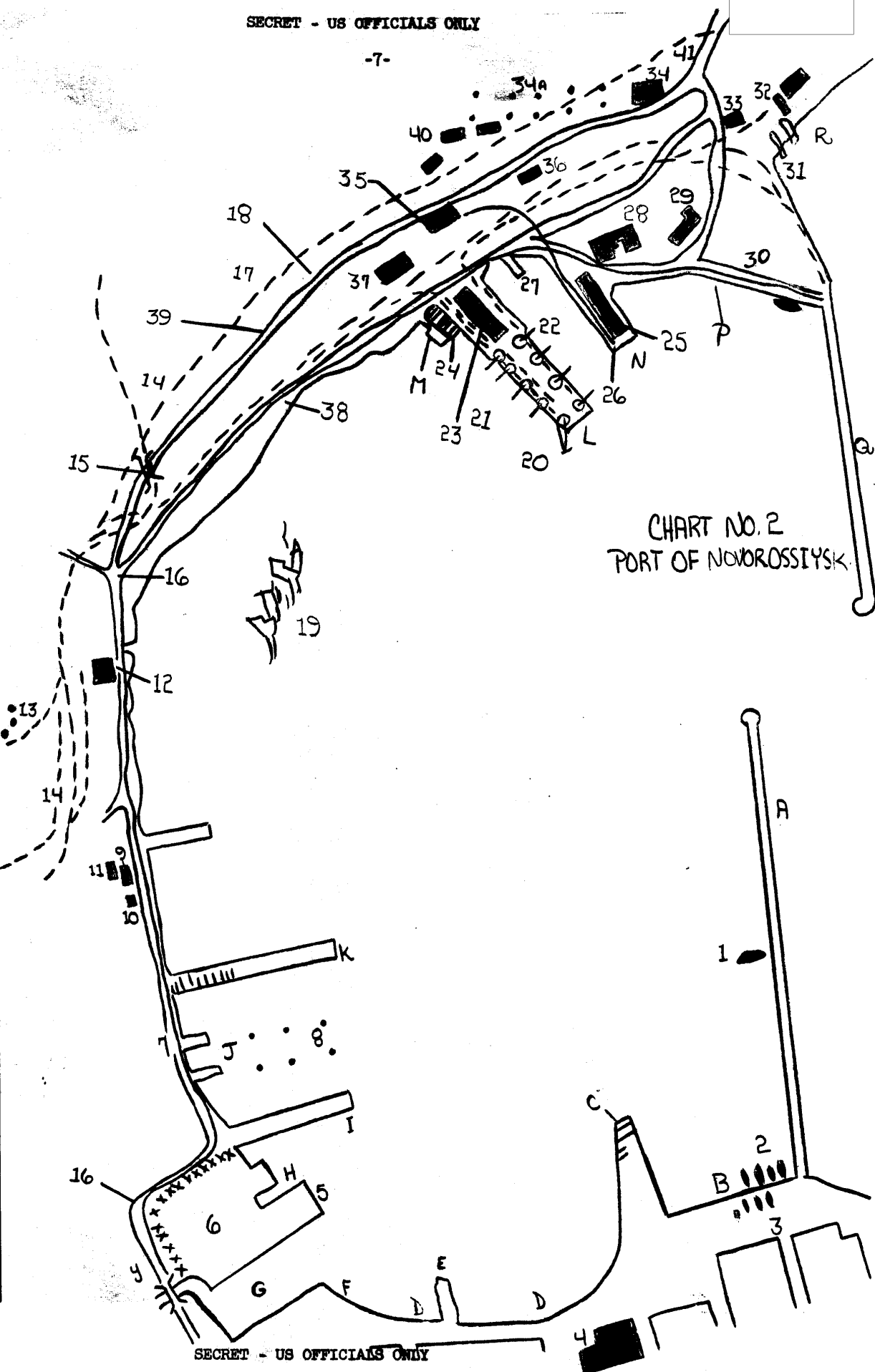
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CHART NO. I
NOVOROSIISK BAY



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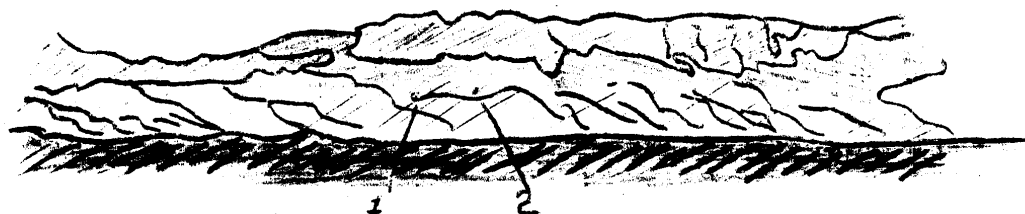
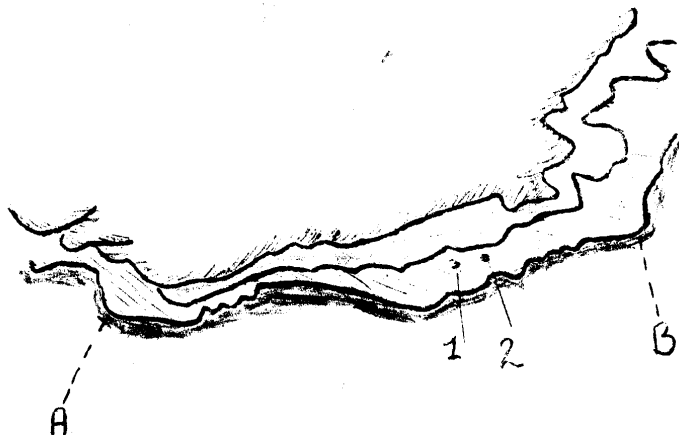


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CHART NO. 3
BLACK SEA CONST



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-9-

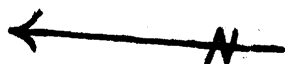
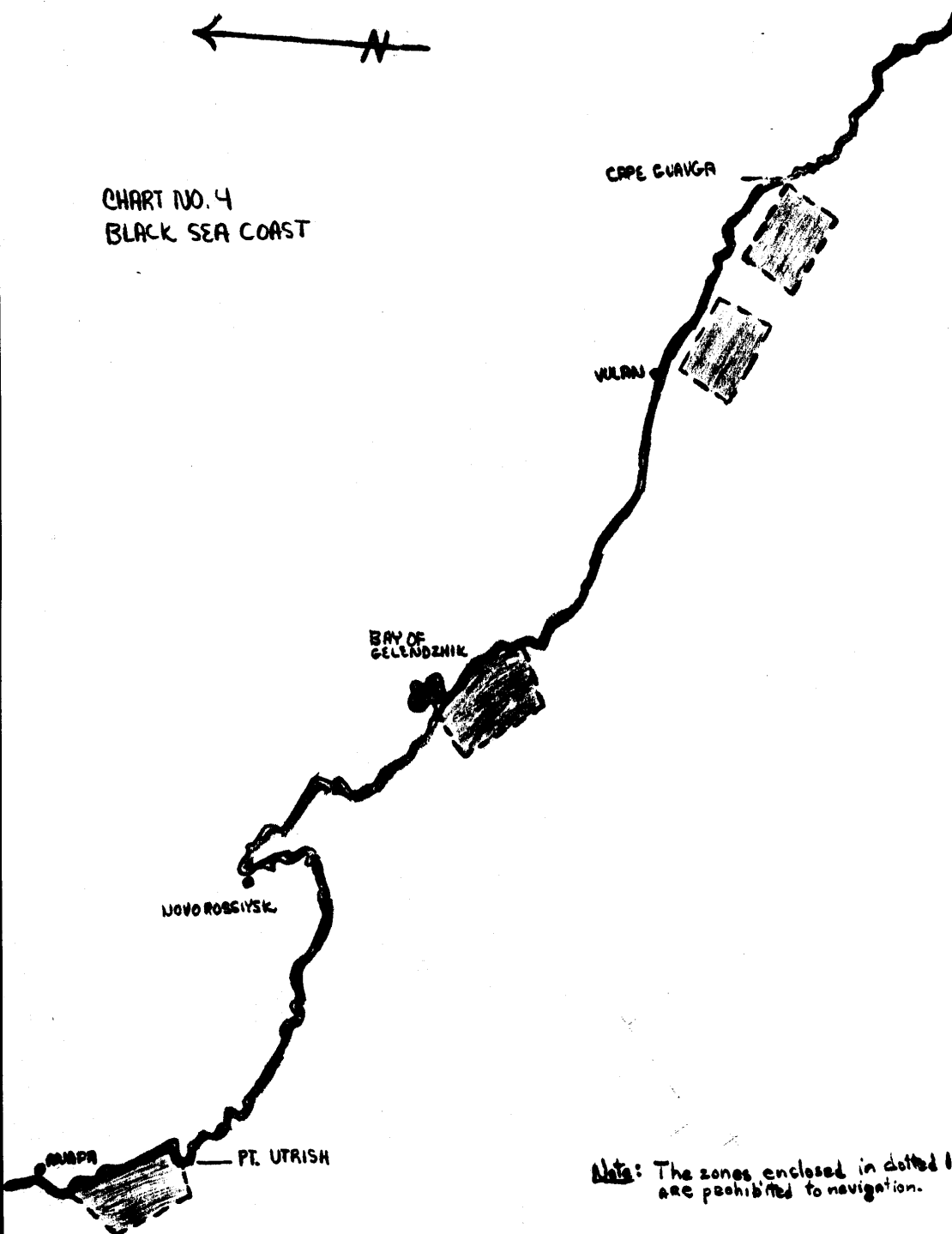


CHART NO. 4
BLACK SEA COAST



Note: The zones enclosed in dotted lines
are prohibited to navigation.

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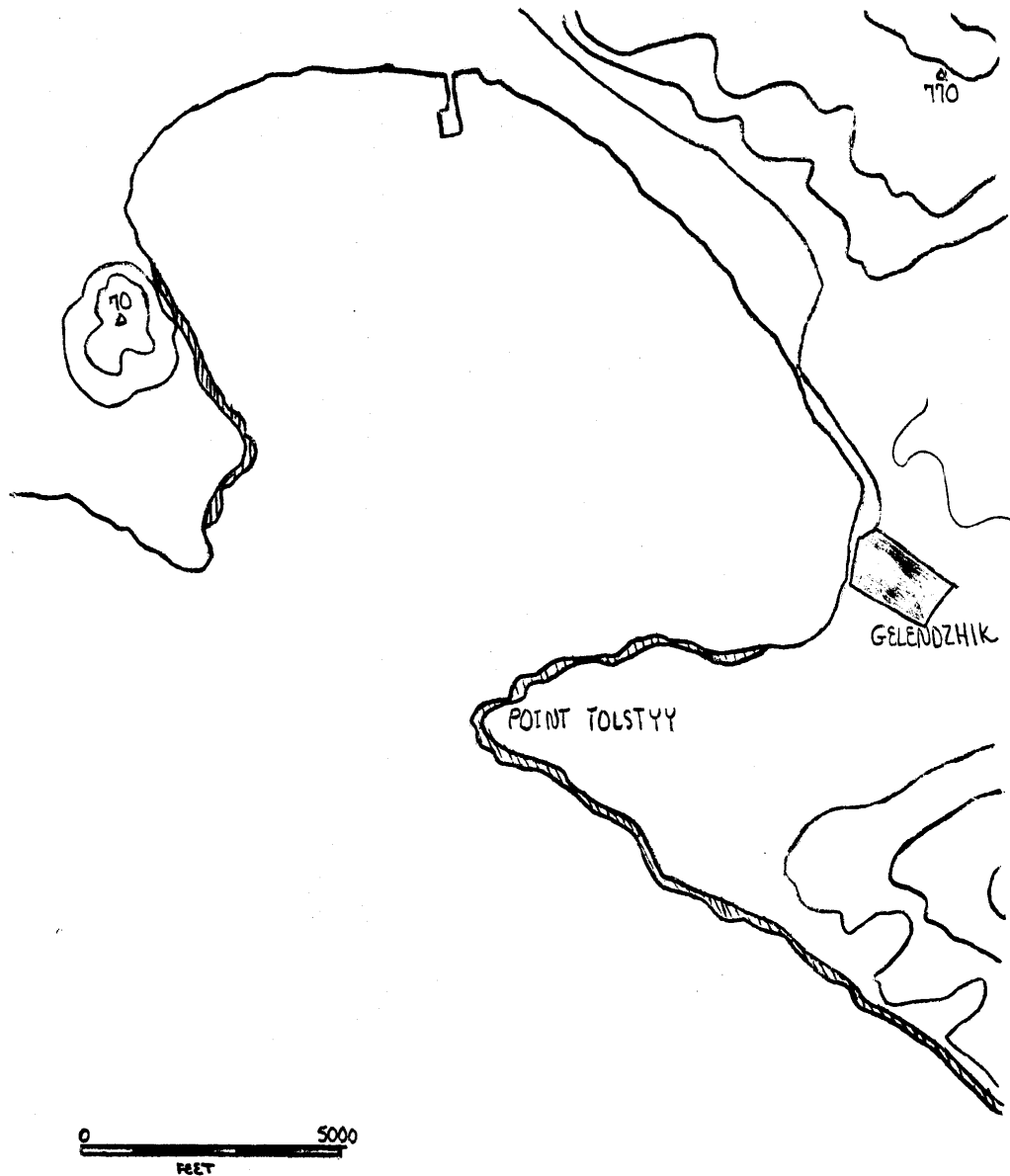


CHART NO. 5
BAY OF GELENDZHIK

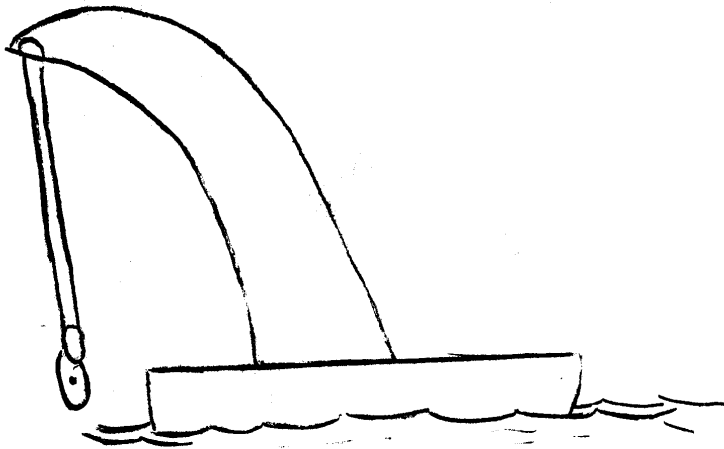
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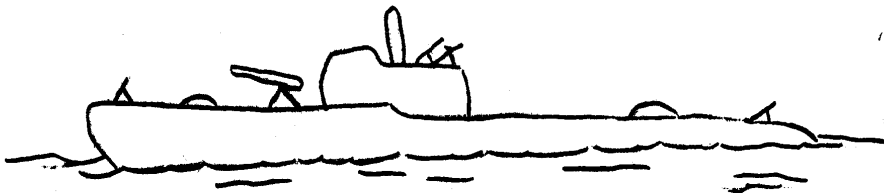
25X1

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SKETCH 1
FLOATING CRANE (NO. 9 IN LEGEND TO CHART 1)



SKETCH 2
SUBMARINE (NO. 1 ON CHART 2)

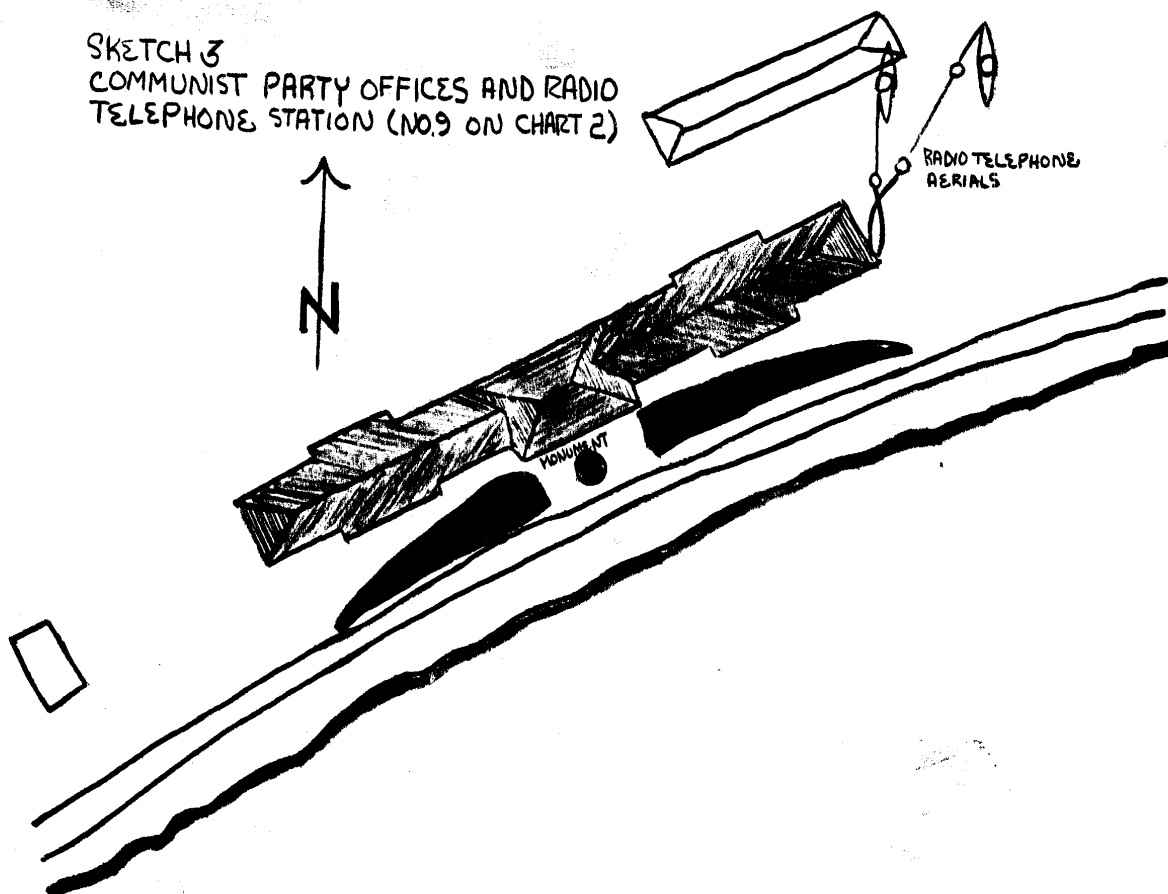


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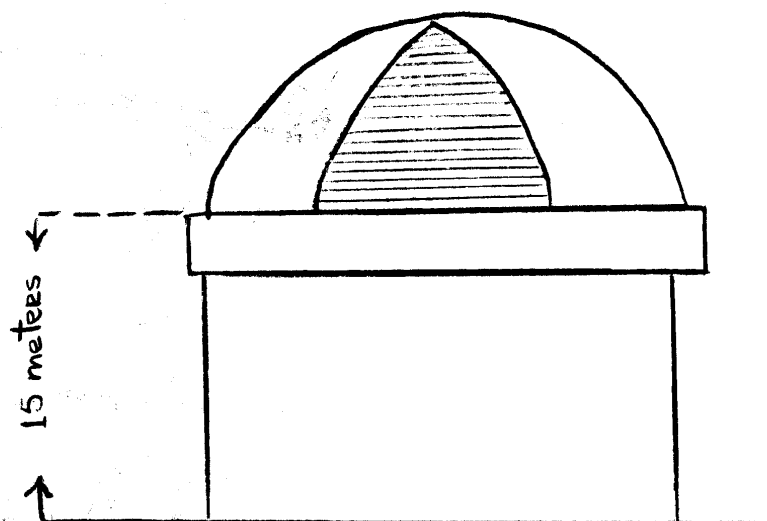
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SKETCH 3
COMMUNIST PARTY OFFICES AND RADIO
TELEPHONE STATION (NO.9 ON CHART 2)



SKETCH 4
UNIDENTIFIED CONSTRUCTION (NO.1 ON CHART 3)



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